

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4405.

廿六初月十九年九月二十日

TUESDAY, NOVEMBER 24, 1903.

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID UP 15,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO. ROBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent, per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

" " 3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND—
Sterling Reserve \$10,000,000

Silver Reserve \$6,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TORKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, M. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

E. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Whealer, Esq.

E. Shellim, Esq.

CHIEF MANAGER—
Hongkong—J. R. M. SMITH.

MANAGER—
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNT'S
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent, per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent, per annum.

For 6 months, 3 per cent, per annum.

For 12 months, 4 per cent, per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT, per annum.

Depositors may transfer at their option balances of \$50 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Ki Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lutts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow

Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, LTD.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold

SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 % "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1903. [1698d]

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000... \$20,000
Surplus (Reserve) Gold \$4,000,000... \$20,000

Total Gold \$8,000,000... \$40,000

Capital and Surplus authorised, Gold \$10,000,000
= £2,055,000

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent, per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½ per annum.

" 6 " 4 % "

" 3 " 3 % "

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th March, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.

PEKING.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 % per Annum Fixed Deposits for 3 months.

4 % " " 6 " 6 % "

5 % " " 12 " 12 % "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent, per annum
on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3½ "

" " 3 " 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1903. [11]

LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS.

FOWNES' WHITE KID GLOVES.

\$2.00 PER PAIR.

DANCING SHOES.

\$6.00 PER PAIR.

FANCY SOCKS—SILK BRACES.

WHITE DRESS TIES.

\$2.50 DOZEN.

LANE, CRAWFORD & CO.

Hongkong, 21st November, 1903. [732e]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to

81oej

THE MANAGER.

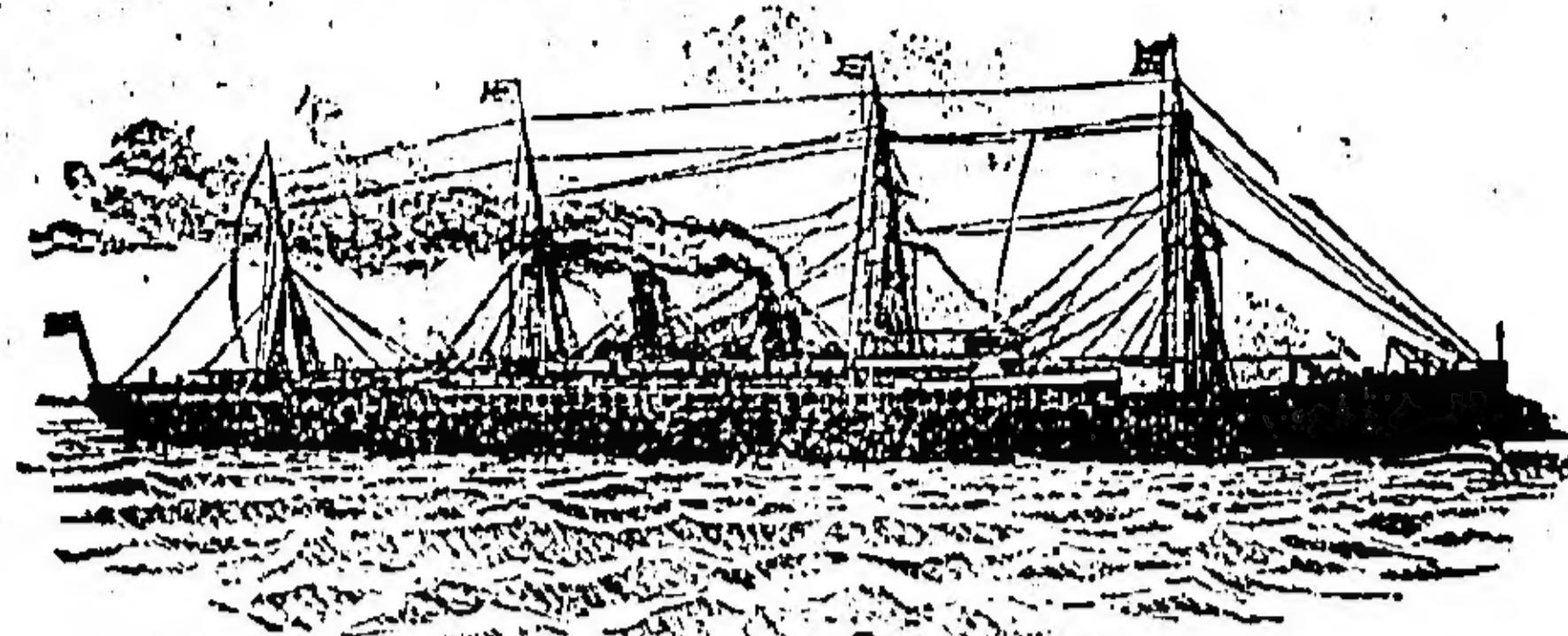
MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

Advertis.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	TUESDAY, 18th December, at Noon.
"COPTIC"	4,352	WEDNESDAY, 19th December, at Noon.
"AMERICA MARU"	6,307	FRIDAY, 21st December, at Noon.
"KOREA"	1,476	SATURDAY, 22nd December, at Noon.
"GAELIC"	4,205	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,327	SATURDAY, 9th January, at Noon.
"CHINA"	5,060	TUESDAY, 13th January, at Noon.
"DORIC"	4,784	FRIDAY, 20th January, at Noon.
"NIPPON MARU"	6,307	SATURDAY, 6th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

The P. M. Company's Steamer "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 1st December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ship on the Pacific.

Southern Route: passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Com. Queen's Building.

Hongkong, 24th November, 1903.

J. STUART THOMSON, Acting Agent.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 10th February.
"TARTAR"	4,445	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 20th April.
"ATHENIAN"	3,882	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th May.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the FAMOUS INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALatial OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of the Company's route embrace its PALatial STEAMSHIPS, TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

D. E. BROWN, General Agent, Pedder's Street.

SUBJECT TO ALTERATION.

STREAMERS.

DESTINATIONS.

SAILING DATES.

1st Dec. Freight.

15th Dec. Freight.

29th Dec. Freight.

5th January, 1904. Freight.

About end of December. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.

DESTINATIONS.

SAILING DATES.

1st Dec. Freight.

15th Dec. Freight.

29th Dec. Freight.

5th January, 1904. Freight.

About end of December. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th November, 1903.

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THE "EMPEROR"—"KWANGTAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

(Continued from Yesterday.)

Shanghai, 14th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice, and Commandant Moore, F.N., H.M.S. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai, v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Pitt for the defendant company.

The Kwangtai had been given the greatest amount of room to resume her course, which was the only way, after the Kwangtai's initial blunder in starboarding, to avoid the collision. The Empress gave the Kwangtai as much room as was necessary to avoid the collision. If the Empress had reversed her starboard engines, she would in all probability have run into the Kwangtai amidships, with consequently much more serious results. He would refer the Court to the case of the Saragossa, re-acted in the Law Times, pp. 400. There was no question of fact that the collision occurred at night in the open sea. In this case they thought the overtaking ship was justified in changing her course, but the Court held that she changed her course more than she was justified in doing (Counsel here read extracts from Law Times, pp. 614, vol. 69). He submitted that the case was on all fours with the facts of the present. It is very seldom that in an Admiralty case one could obtain others which applied equally to one another, but the case of the Saragossa was one in point, extraordinarily applying to this case. If a vessel departed from her course, she must justify her departure in all respects; she must show that she made that departure in the direction needed and the extent to which she made it. The Empress did justify her departure from her course. But the present case was vastly much stronger. It cannot be suggested for a moment that the Kwangtai was justified in starboarding at all; and not to the extent she did.

Now, as to the defaults of the Kwangtai—She undoubtedly committed all the blunders she could; the list of these blunders is before the Court in paragraphs 5 to 14 (of the petition). The first is an allegation which is always made in these cases, and, in many instances, with reason—she kept a bad look-out. This is only a matter of inference. We do not pretend we were on board the Kwangtai and saw what was going on. But whether the Kwangtai's look-out was good or bad must be inferred from the conduct of the Kwangtai as it is accepted by your Lordship. She either did not see the Empress, or, if she did see, she must have miscalculated the distance. The witness for the plaintiffs, on the point of distance, differ radically from one another. On either side, he did not think it would be just to take angles etc. with precision, it is clear that the junk was not seen in sufficient time to take a proper course until the last moment. If she did, she misjudged the distance; it is also clear that she did not sight us. We saw her stern lights for two hours, and she should have seen us, and if she had not looked, she ought to have done so. Apparently, the Kwangtai acted with absolute reckless disregard to all regulations. Her navigating lieutenant says he knew the Empress was overtaking her; then she must have been half a mile behind; he says he knew we were coming down, on his course. Therefore it was gross negligence. Even from her own showing, the Kwangtai recklessly disregarded the Empress and manœuvred totally without thought; it is impossible to say whether it was from negligence, but from her own showing, she disregarded the Empress, and she certainly did not give to the Empress that attention she should have done. The next default is that, as an overtaking vessel, she should have kept her course. That matter has already been dealt with to some great extent. This point is undoubtedly one of the most important in the whole case. He would put it to his Lordship that before the condition precedent to their obligation to keep out of the way, the Kwangtai was bound to keep her course, and if she changed her course, as she undoubtedly did, she is bound to show the necessity for so doing both as to direction and extent. He did not consider it necessary to go into further cases of more recent date than the case of the Saragossa, cited on fol. 475, 508 of Marsden. Throughout the case it is evident that there was no need for the Kwangtai to change her course. The junk was well clear of her on her port bow. It is also evident that if the Kwangtai had chosen to give the junk a wider berth, she, the Kwangtai, ought to have ported instead of starboarding. This persistence in starboarding made a collision certain and there was nevertheless plenty of time and space for the Kwangtai to have resumed her course, together with the movement of the Empress in reversing her port engine, which gave the Kwangtai an increased space to resume her course, and in which movement the Empress closely followed. He submitted that, under the circumstances, the fact of the Kwangtai not keeping her course is decisive against the Kwangtai. The next paragraph is really a part of the last, in that the Kwangtai tried to pass the bows of the Empress—the fastership. Such a proceeding would be wrong under the universal practice of seamanship, and this matter is referred to on page 483 of Marsden in connection with attempting to pass the bows of a faster ship, where it is laid down as improper navigation. We then say she should have warned the Empress of her change of course; had she done so, there would have been no collision. Had the Empress been warned, even a minute earlier, of the Kwangtai's change of course, there would have been time for her to have got out of the way. Captain Marshall has stated that if he could have started the

swinging of the vessel, there would have been no collision. The Kwangtai could have no excuse for not warning the Empress for it is clearly obligatory on a ship which contemplated such a dangerous manœuvre as this to inform the other vessel.

Mr. Sharp.—The next default which we allege against the Kwangtai is that she was navigated recklessly. After the collision, as evidence shows, no serious attempt was made to save the ship; no sail nor collision mat was used; no attempt was made to beach her. Two hand pumps were only employed although they had steam pumps; altogether the conduct of those on board the Kwangtai seems incredible; but now, we want to know whose fault it is that the collision occurred; we have gone through the faults of the Kwangtai. Now in regard to the point raised in our evidence that the Kwangtai should have changed her course before the collision, unfortunately for us, the Captain, who could tell us, is dead, and there is only the helmsman left whose memory on the point may not be very trustworthy. The second officer has told us that an order was given which was not carried out. It is quite possible that an order may have been given by the Captain in the ordinary course as to the navigation of the ship, but as to this we have only to trust to the memory of the helmsman. He would rather refer his Lordship to the evidence of the Captain and second officer whose evidence was clear that the Kwangtai's course was diverging from the Empress's course. It is quite clear that the change was made a little time before the collision, but since the event, the matter had been thought over. The time, however, is not in the law; we have only the moment of the collision itself. Speaking to the best of his memory, Mr. Davis puts the time a little earlier than our own, i.e., ten minutes. Up to that time it is evident and clear that the Kwangtai was ahead and puts us dead behind whilst our united evidence puts them dead ahead.

His Lordship.—The second officer said it might be ten minutes earlier.

Counsel, continuing:—The material change which took place at that time would make the steamer 6 or 7 degrees on the port of the Kwangtai to commence with, and she ported to that extent. At 11:38 the Empress made a similar change in the same direction; Mr. Davis' evidence was very clear on that point; we agree with the plaintiffs in that until this change was made, we were dead behind.—*Shanghai Mercury.*

(To be continued.)

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

TO-MORROW,

the 25th November, 1903, at 10 A.M.,

H.M. NAVAL YARD,

SUNDRY NAVAL, OBSOLETE AND CONDEMNED STORES,

Comprising:—

Boat's Boiler (about 40 H.P.), Old Brass, Copper, Iron, Paper Stuff, Rugs, Canvas, Clothing, Implements, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As customary:

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 24th November, 1903. [1389c]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 27th November, 1903, at 11:30 A.M.,

at their

SALES ROOMS, No. 8, Des Voeux Road,

Corner of Ice House Street,

A VERY FINE COLLECTION OF CLOISONNE WARE,

Comprising:—

Assortment of VASES, SOAP BOXES, INCENSE BURNERS, CAKE BOXES, WALL PLATES, TEA POTS, TEA CASES, NAPKIN RINGS, BUCKLES, FLOWER POTS, CIGARETTE CASES, TRAYS, ASH TRAYS, TOBACCO SETS, &c., &c., &c.

N.B.—After 10.00 the sale will be stopped and resumed at 2.30 p.m.

The above will be on view from Monday, the 23rd instant.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th November, 1903. [1378]

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sale Agents for

FERGUSON'S SPECI'L CREAM

and

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1903. [1386]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTOR AND GENERAL COMMISSION

AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SAFETY SOFT

SOAP

LAVENDER

Intimations.



A. S. WATSON & CO.,
LIMITED.

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CLARETS.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 24, 1903.

LOCAL AND GENERAL.

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ST. JULIEN	10.00
LA ROSE	13.50
CHATEAU HAUT-BRION LARRIVET	20.00
CHATEAU MOUTON-LARMAILHACQ	24.00
CHATEAU PONTET-CANET	28.00
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CHATEAU RAUZAN	48.00
CHATEAU LAFITE	54.00

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

A. S. WATSON & CO., LIMITED,

TELEPHONE NO. 255.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
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Hongkong, 29th August, 1903 [728]

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REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[3350]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.—All communications intended for publication in THE "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to the Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Single Copy, Daily, ten cents; Weekly, twenty-five cents.

THE new Italian Foreign Minister, Signor Tilioni, has strong English sympathies. He was an under-graduate at Oxford once.

A TELEGRAM from Nanchang has been received at Nagasaki to the effect that plague still prevails in the Chinese port. It has extended to Chefoo.

MR. FERRY, the chairman of the Native Labour Association at Johannesburg, has started for China to promote arrangements for importing Chinese into the Transvaal.

THE disabled German sailing vessel *C. H. Water* was put up for sale at Messrs. H. L. Coglan and Co.'s sale rooms at Singapore on the 16th inst. There were a large number of bidders, including several from Batavia and Manila, and the competition was very keen. The vessel was eventually purchased through Messrs. Latham and Co. at the exceeding good price of \$24,500.

THE Northern Asiatic steamship lines which decided to raise the rate on flour to the Orient to \$5, the rate in force prior to the cut last June, have reconsidered their determination and the rate for this month at least was to remain at \$3 a ton. When the Northern lines concluded to restore the old rate it was believed trade conditions justified the advance, but exporters were loud in their protests, and the warning has evidently been heeded.

THE Russian transport *Okan* arrived from Vladivostok this morning.

DURING the month of October, 259,693 tons of coal were exported at Moji.

A NEW standard weight—the half-cental—has been authorised in London. It represents 50lb.

DURING the week ended at noon on 21st inst., three fatal (Chinese) cases of plague were notified as having occurred in the Colony.

THE official estimates of the American cotton crop this season place the total yield at two million bales below last year's production.

IT is stated that it is proposed to convert the Japanese Government railway into a joint-stock undertaking with a capital of 240,000,000 yen.

THE Great American Stores of explosives at Iona Island near West Point has exploded. Sixteen persons were killed and many injured.

THE V. R. C. F. C. beat the Royal Engineers on Saturday by 5 to 0. The "A" team turned up to play the *Tamur*, but the latter did not put in an appearance.

THE Vienna rumour that Germany had pledged herself to support Russia in the Far East in the event of war involving Britain's appearance in the field, is authoritatively contradicted.

THE *Echo de Chine* says that the English papers which announce the rupture of relations between France and Siam are mistaken. However, if Siam refuses to continue negotiations in reference to the treaty of 1902, the régime of the treaty of 1893 will come in force again.

THE *Lia Yen Ta* is a Chinese society in Sydney, the amount representing the society's profits for the year. A donation of £100 was made to the Tung Wa Hospital; and a similar amount to the Benevolent Society at Canton.

IT appears from statistics recently published that the Japanese are growing taller. The figures relating to the measurements of recruits to the Japanese army show that the number of recruits who are 5ft. 4in. and upwards in height has increased by 2 per cent during the last ten years, while the number measuring from 5ft. to 5ft. 4in. has decreased by 6 per cent.

RETURN of visitors to the City Hall Library and Museum for the week ending 22nd November, 1903:

	Library	Museum
Non-Chinese	194	58
Chinese	69	1,357
Total	263	1,415

MEDICAL evidence at the inquest on the body of the late Miss Hickman, M.D. (who disappeared on August 15) was to the effect that she had been dead for about two months, and also that she entered the plantation where her body was found alive. The doctors further held that the deceased lady was not murdered, although the cause of her death remains unknown. The Queen has condoled with the parents of the late Miss Hickman.

IT is reported in Peking to the effect that the Waiwupu has been notified by the French authorities of Tongking that if the Chinese authorities are unable to restore peace in Kwangsi province, the French will do so for them. It is further stated that although a reply has been sent declining the French offer, it is understood that this move on the part of China's Southern neighbour is intended as a diversion in aid of the Russian coup in Manchuria.

IN the work of revising the catalogue for class libraries in the New York public schools, Uncle Tom's *Calvin* has been left out, and hereafter the story of the ante-bellum days, so popular with readers of fiction in the later years of the century just closed, will be barred from circulation so far as the Board of Education is concerned. The reason given for the action of the Board of Superintendents is that the story has served its purpose, and is of little value to-day.

THE *Sin Wan Pao* is advised by a Nanking despatch that, as the affairs in Manchuria are becoming more critical every day and a war is very probable, Viceroy Wei of Nanking is therefore in constant communication by telegraph with the Central Government at Peking, consequently the telegraph operators of the Nanking Telegraph office and those of the Viceroy's Yamen are kept exceedingly busy, but the messages are all in secret code, therefore nothing could be gathered from them.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE *Japan Times* draws attention to the very inadequate and colourless remarks made by Mr. Balfour at the Goldhill Banquet in reference to the Far-Eastern situation.

IT is said that 2,000 persons have succumbed to cholera in Brunel, while the death rate in other places around the Bay there has been about 10 per cent. of the population of each kampong.

THE duty on tin and tin-ore exported from Selancor during Jan.-Oct. this year amounted to 21 million dollars. The amount of tin is 10,000 piculs more than the corresponding period of last year.

WITH regard to Si-kun-Tibet affairs, it may be definitely stated that no forward movement will be made for the moment and until further communications have passed between India and Ima home.

A LAW has been promulgated fixing the weight of the Siamese tical, at 15 grammes, one grain troy, less than the average weight of the present tical. A wish is expressed that the smaller coins may be put on a decimal basis.

THE British cruisers *Fauche* and *Scylla* left Colombo for the Australian Station on 5th inst. They are carrying relief crews. The first-class cruiser *Diedam* passed through Colombo on 4th inst. bound from Portsmouth to Sydney.

THE expelled monks of the Grande Chartreuse at Grenoble have at the last found a permanent resting place. They have purchased for £15,000 the ancient Carthusian monastery of Farnete, near Lucca, where everything will be conducted just as at Grenoble, except the liqueur factory, which will be for the future conducted in Spain.

THE Prince Imperial of Japan was, on the 3rd instant, raised to the rank of Colonel in the Army and Post Captain in the Navy. His Imperial Highness' previous ranks having been those of Lieutenant-Colonel and Commander. The Prince received at the same time the Grand Order of the Chrysanthemum, namely, Princes Yamashina, Kayo and Kusu.

THE first of six steamers ordered by the Chargeurs Reunis Company of Havre, to be built at Nantes, has been launched and named the *Amiral La Touche Tréville*. Her capacity is 7,000 tons, and her speed is to be 12 knots. The same company has also three other steamers in course of construction in other French yards.

MR. R. Ponsonby, who has been H. E. Sir West Ridgeway's Private Secretary for so many busy years, with a success and courtesy which are acknowledged on all hands, left Colombo by the P. & O. steamer *Simsa* for Hongkong on the 22nd November, to take up the appointment of Private Secretary to the acting Governor of that Colony.

BURG (U.S.A.) declares that the re-occupation of Manchuria signified Russia's answer to the challenge of the United States respecting the opening of the place to the world's trade. The *Novi Krut* (Port Arthur), in an article on the same subject, asserts that Russia cannot withdraw her troops from Moukden owing to the provisions of the Chinese-American treaty.

OUR Tientsin correspondent informs us that a private letter just received from Peking states that M. Lessar has inquired of Prince Ching with some asperity how it is that the Chinese Government is assuring the other Powers that China's personal inclination is to throw Manchuria open to all nationalities to trade. Prince Ching has hastened to assure M. Lessar that he has been altogether misinformed, as nothing is further from China's thoughts. Thus, even in the midst of her fear and her wild plans for attacking Russia the same old game of double-headed lies is being kept up.

ON the 31st ultimo the Tokyo Local Court gave judgment in the action brought by the owner of the Norwegian steamer *Calenda* against the Nippon Yulen Kaisha. The *Calenda* was sunk at Nagasaki in consequence of a collision with a steamer belonging to the Japanese Company and the owners of the former claimed damages amounting to 430,000 yen.

IT has been decided, however, by the Tokyo Local Court that no responsibility devolves on the Nippon Yulen Kaisha, and the claim has accordingly been dismissed. We have not learned whether an appeal has been lodged.

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WE are informed that Mr. Sam Newman, a knight of the mitten, well known to the public of Hongkong and Shanghai, undertakes to give lessons to those who are desirous of instruction in the noble art of self-defence. He has opened a gymnasium and training saloon at No. 161 Wanchai Road, where regular courses in boxing and physical culture will be given daily. The important health giving results consequent to proper muscular exercise is well appreciated by the majority of the public that is probable that a considerable number of our community will avail themselves of Mr. Newman's special knowledge. His terms are reasonable and should form an extra inducement to amateurs.

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A GIRLS' school, the *Universal Gazette*, will soon be organized in Hupeh by the acting Viceroy Tuan Fang. The number of students admitted will not be over 30. The qualifications necessary are that the candidates shall acquire a rudimentary knowledge of Chinese, and their ages range from 15 to 35. As yet, very few have reported their names.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Motors for China.

THREE GORGEOUS CARS FOR THE EMPEROR.

(From Our Own Correspondent.)

LONDON, 23rd November,
4.40 p.m.

The Emperor of China has just placed an order with a celebrated firm here for three gorgeously decorated and up-to-date automobiles for his own personal use, while twenty other cars are being completed for his suite. Director Veltin has already left London for Peking for the purpose of instructing the natives in the mechanism of the machines.

[Writing from Tientsin, on 12th inst., our correspondent says:—This morning I had an opportunity of inspecting the nine "motor cars" which have just been landed here for the Empress Dowager being a present to her from Viceroy Yuan Shikai, and intended to run between the West Gate of Peking and the Summer Palace. The cars have been made in Germany and are said to have cost over £14,000 apiece, but they strike me as being singularly clumsy considering the rough work with they will probably encounter on the, by courtesy, road between the two Palaces and which will be much more nearly like cross country riding even when specially prepared for their use. The cars are omnibus shape and in their bright colouring and general outline closely resembling a child's toy train. Three of the cars are bright yellow, with blue and silver dragons painted in two of the panels, each side. Inside the body of the cars are lined with Ulrich velvet with a floral design, the seats being plain, the curtains at the windows yellow silk. The remainder of the cars, intended for the state officials and such, are painted bright red. On entering the cars the flooring has a feeling of instability, and the whole effect is theatrical and clumsy with the exception of the wheels and machinery which appears all right. There are two German mechanics who have brought the cars out now at work putting them together and instructing twenty Marchu soldiers in the art of driving and repairing the machines.—Ed., H.K.T.]

(Reuters.)

The King of Italy's Visit to England.

LONDON, 22nd November. The King and Queen of Italy have left Portsmouth for Rome after a most successful visit, socially and politically.

The Transvaal Labour Commission.

The report of Transvaal Labour Commission says that the total shortage of labour in the Transvaal is 241,000 including the shortage for the Mining industries of 130,000. It is expected that the Transvaal Council will be invited to pass an Ordinance in favour of importing alien labour.

LATER.

The Indisposition of the Czarina.
Recent bulletins show that the Czarina is still suffering much but maintains her strength.

Colombia and the United States.
The President of Colombia, in an address to the American people, expresses his confidence that they will not permit violation of treaties, although President Roosevelt is committed to Panama. He also appeals to Venezuela for moral assistance.

(Der Osteuropäische Lloyd.)

Affairs in Panama.

Berlin, 17th November.

The representatives of the new Republic of Panama have applied for a recognition of its independence from the European Ministers accredited [Where? In Washington or in Bogota?—The Editor.] The rumour, according to which Colombia has decided to resist the new republic by force, is baseless.

Death of a Princess.

While the Tsar and the Tsarina were returning from Darmstadt to St. Petersburg, Princess Elisabeth of Hesse, the eight years old daughter of the Grand Duke of Hesse, who was accompanying them to Russia, died in Skernivice from diarrhoea and vomiting. The Tsar and Tsarina accompanied the body of their dead niece to Alexandria.

Bagdad Railway.

Definite arrangements about a participation of French capital in the Bagdad Railway have been closed at Brussels.

A New Appointment.

Major von Frobé, of the Brunswick Infantry Regiments, has been appointed commander of the Marines at Kiautschou to succeed Major Hofrichter.

The French Budget.

Berlin, 19th November.

The report on the French Budget in regard to foreign affairs is adversely criticised by the French Press, which thinks that they, especially the parts referring to Morocco and Siam, are much too feeble. M. Lockroy, the former secretary of the Navy, took the same view in the Chamber of Deputies, referring as an example to Germany, whose action in China and South West Africa he loudly praised.

(W.C.D. News.)

The Crisis.

Peking, 16th November.

General Wogack arrived here yesterday to report on Manchurian affairs, and as the means

of inter-communication between Viceroy Alexieff and M. Lesser, the Russian Minister at Peking, whose opinions on the question are supposed to differ.

(Japanese Exchanges)
Russia and Newchwang.

Peking, 13th November.

The Russian Minister to Peking has notified the Chinese Government that Russia cannot consent to transfer the quarantine arrangements at Newchwang, as it must remain in Russian control. As to the evacuation of Manchuria negotiations thereon will shortly be resumed but as to the transfer of the control of the quarantine arrangements of Newchwang to China, Russia will never consent to it. It is therefore believed in Peking that Russia intends to adopt strict measures with vessels entering and clearing from Newchwang, her object being to transfer the business of the port to Dairen. It is further believed that Russia intends to influence the negotiations at Tokio by the reopening of this Newchwang quarantine question at the present moment.

A Firmer Tone.

Various leading officials have sent in representations lately advocating opposition to Russia. The Government also, being convinced of the strong attitude of Japan and America in regard to Manchuria, is now adopting a firmer tone toward Russia. It is reported that the Chinese in Manchuria and Mongolia are now steadily taking up an anti-Russian attitude. *Mutinchi.*

The Opening of Yung-Ampho.
Tokio, 19th November.
The Korean Government was on the point of declaring Yung-Ampho an open port, when M. Pavloff, the Russian Minister, made a strenuous protest and caused the Government to postpone the declaration.

The Exhaustion of Japanese Patience.

Tokio, 19th November.

The Emperor returned to Tokio this afternoon. Before H. M. entered the palace, a youth of nineteen years attempted to present a direct petition complaining of the Government's temporising attitude in dealing with Russia, but was prevented by the police.

HONGKONG NURSING INSTITUTION.

The following are the statements of accounts accompanying the report of the Hongkong Nursing Institution for last year.

GUARANTEE FUND.

Receipts.	
Total amount received to 30th September, 1902	\$ 5,552.08
Grant in aid from Hongkong Government	12,000.00

Expenditure.

Cost of 2 passages as per 1901 a/c.	\$ 1,174.96
Investments	5 1/2% Hongkong Club debentures
	\$ 3,000
	B.C. 13.00
Balance in bank	16,000.00
Still due from working a/c	365.89

\$17,552.08

WORKING ACCOUNT.

Receipts.	
Outstanding a/c's 1902 collected	\$ 210.00
Subscriptions	450.00
Accounts collected	2,091.50
Interest from bank and investments	227.32

\$2,978.82

Expenditure.

Outstanding a/c's due	\$ 90.00
Interest accrued on F/D	286.00

Less still due guarantee fund

376.00	11.23
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364.77

\$3,343.59

Carried forward to next year... 140.75

Expenditure.

Amount taken from guarantee fund as per 1902 a/c	\$ 106.83
Less still due guarantee fund	11.23

95.60

Outstanding a/c's paid	149.95
Board and lodging for 2 nurses	1,144.21
Salaries do	1,438.84

105.22

Uniforms, printing etc.	45.00
End debt etc. written off	

2,978.82

Outstanding a/c's due	224.02
Profit on year's working	140.75

364.77

\$3,343.59	
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Hongkong, 30th September, 1903.

H. W. FRASER,
Hon. Treasurer.

Audited and found correct.

H. PINCKEY.

A BELLEVILLE WRECK.

Apropos of Belleville, it transpires that the cruiser *Spartiate* record in coal consumption on her trip to China was purchased rather dearly.

She is now lying in Portsmouth Dockyard, a wreck so far as machinery is concerned. Six months, it is estimated, will be required to effect the necessary repairs. This means, of course, another big outlay on what has already proved a very expensive ship. If she had been in a sound state she would have shortly hoisted the pennant for the China station.

The *Eurota*, which recently performed a similar trip to China as the *Spartiate*, has come through that ordeal with better results than the latter vessel. She is to be shortly despatched to China for permanent service on that station, although she will not be one of the most powerful cruisers there. She has also been an expensive ship, for the failure of her boilers on her first trip to Australia will be remembered.She cannot be considered anything but an indifferent fighting machine, as she carries nothing bigger than 6-in. gun, and will not show up well against some of the more modern Russian and Japanese cruisers in the Far East.—*Ex.*Can this ghost have come from "Shanghai"? Perhaps, it is the spirit of one of those members of the Pekin legations who died in that awful massacre at "surprise."—*Ex.*

TIRINTSI.

(From Our Own Correspondent)

November 4th.

Interests have thickened the last few days. Russia's proceedings in Moukden have acted as an electric shock on the Government and Court and they are feeling virtually paralyzed at the turn events have taken. Of course it is only China who could possibly have stumbled on the idea that her Manchurian provincial capital would remain intact when the rest of Manchuria has gone, and it is only to her that Russian action comes as a shock. I was right in supposing that it was this matter which took Yuan Shih Kai to Peking in such haste, and he has been most anxiously consulted as to whether it would be possible for China to oppose Russia in Manchuria. General Ma has been dispatched from Tungchow to Yungping en route to Shantung with ten regiments to prevent any sudden ingress of Russians from that quarter presumably. A wire was received a few days ago from Viceroy Tseng in Kwangtung, requesting to be allowed to come North and oppose Russia in Manchuria, the rebels in the south being "made" in hand now. Although it is easy to see in this message an eager hope of escaping with honour from an uncomfortable position, the petition and offer reached Peking at an opportune time, and appeared highly plausible. Almost at the same time came a wire from the Governor of Urga saying the Russians have established themselves in some force there, have stopped the Chinese right of way and have begun building forts at Taichiaok. This naturally deepened the panic in Peking, and for the moment all schemes are subordinate to the terrified problem how to keep the Russian from coming farther. The Empress Dowager is now convinced that the whole blame for the Russian ascendancy in Fengtien lies with two officials in the War Department, and she is eager to appoint Viceroy Chang and Yuan Shih Kai in their places to deal with the situation properly, and the name of Kwei Chin is proposed to take this place. I do not suppose, however, Kwei Chin would be a *persona grata* to the Powers here as, if I remember rightly, he was the gentleman who was withdrawn from Szechuan for allowing Boxer there in 1901-2. I do not know what Viceroy Yuan has proposed, but the excitement in Peking is very great, the more so as Russia has demanded of Prince Ching that all alliance or friendship with Japan be renounced. Yuan and Chang Chi-tung are both pro-Japanese and are more likely to urge a definite alliance with Japan against Russia.

The Empress Dowager has sent hasty orders to the Governor of Shansi to prepare the Palace there at once.

SERIOUS FIGHTING IN THE PHILIPPINES.

THE U.S. EXPEDITION AGAINST THE MOROS.

Fighting has begun on the Island of Jolo in dead earnest; but on account of there being no cable between the island and Zamboanga, reports from the firing line are most meagre. It is known, however, that although General Wood has not yet made a concerted attack on the Moro fortifications, eight miles to the north of the city of Jolo, he is preparing a flank movement against this position, which the Moros believe to be impregnable, and which Americans, arriving from Jolo, state to be very strong. It was thought at first that Wood intended to adopt "Jakey" Smith's celebrated "Fire and Sword policy" and to sweep the island from end to end. He was said to be a man of quick action; but for some reason, not yet reported to military headquarters in this city, there has been what seems to be an unwarranted delay in avenging the deaths of Rumbough's gallant artillerymen, treacherously slain in ambush.

A telegram received from the south yesterday from Captain Macleod of the coast-guard cutter, *Pulawian*, is to the effect that the fighting has begun in Jolo.

The *Pulawian* carried two hundred officers and men seventeen miles to the east of Jolo, where they landed at a town called Cadian, Captain Macleod reports that they had scarcely disembarked when the Moros attacked them and when he was sailing away heavy firing could be heard. The Americans were fighting their way inland and the Moros were putting up a stout resistance to their progress.

It is believed that this force will endeavour to flank the Moro position near Jolo, co-incident with the attack on the works to be made by General Wood and the main body of his command.—*Manila Cablenews.*

AN EMBASSY GHOST.

A "Celestial ghost" seems somewhat of a contradiction, since ghosts usually ascend from below through a trap-door—at all events, on the stage.

The ghost, however, which *Notes and Queries* has run to earth will be better understood as a Chinese sprite. It is said to haunt the Chinese Embassy in Portland place, London.

The ghost, which is said to have been observed on the staircase of the Embassy, is supposed to be that of a former attaché, and to have been identified by one who knew the original in the flesh. But an English porter, who has been at the Embassy six years, has never set eyes on the Celestial apparition.

Sir Halliday Macarthur (the secretary of the Embassy) informed a Press representative that an attaché died in the Embassy some years ago. He was a big fat man, and succumbed to an apoplectic fit. But Sir Halliday had never met his ghost on the staircase, although, being that of a "big, fat man," it might be supposed to be more visible to the naked eye than spectres of slighter men.

The question was, how could it be done without removing the mast? Several experts said the great steel pole would have to come down. Not so the manager of the Albion Iron Works said. He said he had men who could do the big job 150 feet in the air and they did it and also put on four extra 50-pound plates to stiffen the mast. The chief difficulty was to get the plates. This was overcome by cutting

THE FOOCHEW ARSENAL.

A correspondent at Foochow writes to the *N.C.D. News*: Your French contemporary accused you recently of publishing "inexact and malicious appreciation" of affairs at the Arsenal, but I could not make any specific charge, because you have only published the actual facts. Here are some more, both very important, from a French as well as a Chinese point of view:

It is well-known that M. Doyère has been relieved of his functions at the Arsenal and replaced by M. Bertrand. The French Consul is just now very much occupied in carrying out the instructions that come to him from above. The idea seems to be to accede to all M. Doyère's demands, and excuse him from presenting his accounts, fanciful as they may be. Meanwhile the Arsenal is threatened with a demand for damages on the part of the French Compagnie Asiatische de Navigation. When this is settled the Chinese may provide themselves with a microscope to discover what they have gained by the Doyère mission.

2.—A French officer on active service is accused officially of sundry breaches of confidence, and of having failed to account for a vessel; not the whole of it, but a great part of it.

The French Government does not deny the fact which is undeniable, but suppresses it, as too small a matter to trouble an officer about.

But this is likely to encourage the Chinese to do business with the French!

THE MITSU BISHI SHIP BUILDING YARD.

In his last report on the trade and industries of Nagasaki, Mr. Acting Consul Rentiers refers at some length to the shipbuilding and facilities of the port. After noting the importance of the industry, not alone to the port and country, but also to British shipowners, Mr. Rentiers says:—By an extension, and also by a rearrangement of the shipbuilding yard, it now contains eight berths, on which as many ships, ranging from 170 to 700 ft. in length, can be built at the same time; and at a little extra expense in cutting away the hill at the back of the yard two ships of 1,600 ft. each could be built alongside of each other. The building capacity of this yard has been increased, and it is now able to turn out vessels of an aggregate of 20,000 tons in the year.

EXTENSIVE PNEUMATIC PLANT.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUNG"	On 8th January.
S.S. "PELEUS"	Left Singapore on the 21st inst., and is expected to arrive here on the 26th inst.	

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
"LIVERPOOL"	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
"LIVERPOOL"	"YANGTSZE"	On 15th January.
MARSEILLES, L'DON & A'WERP	"DIOMEI"	On 19th January.
* Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 28th November.
ALL PACIFIC COAST PORTS, vid	"TYDEUS"	On 1st January.
NAGASAKI, KOBE and YOKOHAMA,		
S.S. "DEUCALION" from Tacoma, arrived Yokohama on the 17th inst., and leaves Moji for Hongkong on the 23rd inst.		
For Freight, apply to		

BUTTERFIELD & SWIRE,**AGENTS.**

Hongkong, 21st November, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI and DALNY†	"WOOUNG"	25th November.
MANILA	"SUNGKANG"	25th "
POR DARWIN, THURSDAY ISLAND,	"CHANGSHA"	2nd December.
COOKTOWN, CAIRNS, TOWNS-		
VILLE, BRISBANE, SYDNEY and	"CHANGSHA"	2nd "
MELBOURNE	"CHINGTU"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th November, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Rodger	MANILA (DIRECT),	SATURDAY, 28th Nov., at 10 A.M.
ZAFIRO.....	2540	R. W. Almond	"	SATURDAY, 5th Dec., at 10 A.M.
PERLA.....	1980	W. G. Lawson		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st November, 1903.

[1208d]

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"197.....	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"4,899.....	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"4,899.....	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to:

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.**PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.**

Destinations	Steamers	Captains	Sailing Dates
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	WEDNESDAY, 25th Nov.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	FRIDAY, 27th Nov.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	SUNDAY, 29th Nov.
FOR FOOCHOW*	"ANPING MARU"	I. Goto	THURSDAY, 3rd Dec.
* VIA SWATOW and AMOY,			

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtse River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 23rd November, 1903.

[1379c]

Shipping—Steamers.**TOYO KISEN KAISHA****MANILA LINE.**

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.



REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 26th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUNG"	On 8th January.

S.S. "PELEUS" left Singapore on the 21st inst., and is expected to arrive here on the 26th inst.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
MARSEILLES, L'DON & A'WERP	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
"LIVERPOOL"	"YANGTSZE"	On 15th January.
MARSEILLES, L'DON & A'WERP	"DIOMEI"	On 19th January.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PELEUS"	On 28th November.
NAGASAKI, KOBE and YOKOHAMA,	"TYDEUS"	On 1st January.
S.S.		

Shipping.

Arrivals.

Hamburg, Ger. ss., 6,597, Burmeister, 23rd Nov.—Yokohama 14th Nov., and Shanghai 21st; Mails and Gen.—D. & Co.
Laisang, Br. ss., 2,225, Tadd, 23rd Nov.—Singapore 17th Nov., Gen.—J. M. & Co.
Rubi, Br. ss., 1,965, Almond, 23rd Nov.—Manila 21st Nov., Gen.—S. T. & Co.
Loongsang, Itr. ss., 1,092, Weigall, 23rd Nov.—Manila 26th Nov., Gen.—J. M. & Co.
Babelsberg, Ger. ss., 1,376, Ahrens, 23rd Nov.—Singapore 18th Nov., and Hoilow 21st.
Gen.—E. A. T. Co.
Lyemoon, Ger. ss., 1,290, Lehmann, 23rd Nov.—Shanghai 20th Nov., Gen.—S. & Co.
Okean, Russian transport, 3,600, Egekoff, 24th Nov.—Vladivostock 18th Nov.
Hiroshima Maru, Jap. ss., 2,035, Nagao, 24th Nov.—Singapore 16th Nov., Gen.—N. Y. K.
Haihung, Br. ss., 783, Evans, 24th Nov.—Swatow 24th Nov., Gen.—D. L. & Co.
Hopping, Br. ss., 1,359, Hay, 24th Nov.—Moj 19th Nov., Coal—J. M. & Co.
E-Sang, Br. ss., 1,127, Richard, 24th Nov.—Canton 23rd Nov., Gen.—J. M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.
Hoi Loa, for Canton.
Vikang, for Ningpo.
Lyeemoo, for Canton.
Huk Kong, for Macao.
Hue, for Quong-chow-wan.
Daijin Maru, for Swatow.
Teddo, for Macao.
Halloon, for Swatow.
Wingchui, for Macao.
Nippon Maru, for Shanghai.
Chan On, for Wuchow.
Laertes, for Saigon.

Departures.

Nov. 24.

Nippon Maru, for San Francisco.
Tentui, for Shanghai.
Hatching, for Swatow.
Ora, for Manila.
Sabine Rickmers, for Swatow.
Wongkol, for Swatow.
Kwongrang, for Canton.
Kwunpuk, for Canton.
Marduk, for Singapore.
Hinsang, for Sumbawa.
Yikang, for Shanghai.
Benvorlich, for Calcutta.

Passengers arrived.

Per *Hailong*, from Swatow—61 Chinese.
Per *Babelsberg*, from Singapore—367 Chinese.
Per *Laisang*, from Singapore—Mr. C. M. Bies, and 800 Chinese.
Per *Lyeemoo*, from Shanghai—16 Europeans, 145 Chinese and 2 Japanese.
Per *Loongsang*, from Manila—Messrs. H. T. Hedde, E. Bellerice and J. N. S. Thomas.
Per *Hiroshima Maru*, from Singapore—Mr. and Mrs. Britten, 4 Chinese and 6 Japanese.
Per *Rubi*, from Manila—Mr. Daggett, Mrs. White, Messrs. McNabb, Chua Cha, and 48 Chinese.
Per *Hamburg*, from Yokohama—Mr. and Mrs. A. Albert, Mr. Bennett, Mr. and Mrs. Tsing Sing Fang, Misses H. Leighton, A. W. Booth, and Lieut. v. d. Heyden. From Kobe—Mrs. J. Lyons. From Shanghai—Count Yesterky, Mr. Ho Mak Chung, Revs. J. M. and S. M. Hanner, Messrs. Ng Chit Mo, H. Müller, M. De La Seire, Viscount Du Halgouet, Mr. Sandes, Mr. and Mrs. Weinberg, Dr. Marg Fitch, Messrs. F. Silbermann, F. Meng, E. Tutelmann, E. Wilson, Mr. and Mrs. R. Glaser, and Mr. and Mrs. F. R.

Shipping Reports.

Sir *Rubi* from Manila—Fresh monsoon, and clear weather.

Sir *Hailong* from Swatow—Strong N.E. wind, moderate sea, fine weather.

Sir *Hue* from Kwong-ch. w-wan—There to port stormy weather, with high sea.

Sir *Phra Chula Chom Kla* from Bangkok—Very strong N.E. monsoon, heavy sea, cloudy weather all the time.

Sir *Laisang* from Singapore—Light winds with smooth sea to Paracels, then strong monsoon with very rough sea to port.

Sir *Kwongrang* from Shanghai—Fresh N.E. and N.E. winds, and rainy weather to Breaker Point, moderate and fine remainder of passage.

Sir *Loongsang* from Manila—There to 16° 30' N. 118° 50' E., light variable winds, clear sky and moderate N.W. swell, from thence to port fresh N.E. and N. gale, with high sea.

Steamers Expected.

Vessels	From	Agents	Due
König Albert	Singapore	M. & Co.	Nov. 25
Ceylon	Singapore	P. & O. Co.	Nov. 26
Sado Maru	Shanghai	N. Y. K.	Nov. 26
Idzumi Maru	Japan	N. Y. K.	Nov. 26
Coptic	Shangha	O. & O. Co.	Nov. 27
Tijpanas	Moj	H. s. & Co.	Nov. 27
Tjimbi	Macassar	H. s. & Co.	Nov. 28
Bombay Maru	Japan	N. Y. K.	Nov. 29
Indrasamhi	Portland	P. & A. Co.	Dec. 4
Tacoma	Victoria	N. P. Co.	Dec. 4
Chingtu	Sydney	B. & S.	Dec. 5
Kumsang	Calcutta	J. M. & Co.	Dec. 8
America Maru	San Francisco	P. M. Co.	Dec. 9
Tartar	Vancouver	C. P. R. Co.	Dec. 9
Victoria	Victoria	N. P. Co.	Dec. 13

Vessels in Port.

STRAMERS.

An Pho, Br. ss., 566, Kynoch, 12th Nov.—Swatow 14th Nov., Gen.—I. & Co.
Arratoon Apcar, Br. ss., 2,931, Fey, 17th Nov.—Calcutta via Penang and Singapore 10th Nov., Gen.—D. S. & Co., Ltd.

Binh-Tuan, Fr. ss., 983, Ribault, 20th Nov.—Manila 17th Nov., Ballast—B. & Co.

Chinshan, Br. ss., 1,281, Jenkins, 20th Nov.—Samarang 10th Nov., Gen.—B. & Co.

Clavering, Br. ss., 2,153, Barton, 22nd Nov.—Moj 17th Nov., Coals—C. C. S. Co.

Daijin Maru, Jap. ss., 900, Ogata, 22nd Nov.—Tamsui via Amoy and Swatow 21st Nov., Gen.—O. S. K.

Devawongse, Ger. ss., 1,057, Kümpel, 21st Nov.—Bangkok via Swatow 20th Nov., Rice—B. & S.

Eokan, Russian transport, 3,600, Egekoff, 24th Nov.—Vladivostock 18th Nov.

Hiroshima Maru, Jap. ss., 2,035, Nagao, 24th Nov.—Singapore 16th Nov., Gen.—N. Y. K.

Haihung, Br. ss., 783, Evans, 24th Nov.—Swatow 24th Nov., Gen.—D. L. & Co.

Hopping, Br. ss., 1,359, Hay, 24th Nov.—Moj 19th Nov., Coal—J. M. & Co.

E-Sang, Br. ss., 1,127, Richard, 24th Nov.—Canton 23rd Nov., Gen.—J. M. & Co.

Clearances at the Harbour Office.

San Cheong, for Canton.

Hoi Loa, for Canton.

Vikang, for Ningpo.

Lyeemoo, for Canton.

Huk Kong, for Macao.

Hue, for Quong-chow-wan.

Tong Yik Chon.

Lydeo, Ger. ss., 1,357, Girsentröm, 22nd Nov.—Chinkiang 17th Nov., Rice—S. & Co.

Madelein Rickmers, Ger. ss., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov., Rice—A. K. & Co.

Maria Rickmers, Ger. ss., 1,017, Bandelin, 2nd Nov.—Bangkok via Hoilow 25th Oct., Gen.—A. K. & Co.

Nausing, Br. ss., 1,644, Welsh, 14th Nov.—Sandakan 8th Nov., Timber—J. M. & Co.

Michael Jebsen, Ger. ss., 1,160, Ulstrup, 16th Nov.—Pahko 12th Nov., and Hoilow 15th Nov.—Pahko 12th Nov., Gen. and Hoilow 15th Nov.—Pahko 12th Nov., Gen. & Co.

Petrarch, Ger. ss., 1,231, Ahrens, 11th Oct.—Sourabaya 30th Sept., Sugar—S. W. & Co.

Pitsanulok, Ger. ss., 1,267, Fuchs, 16th Nov.—Bangkok 6th Nov., Rice and Timber—B. & S.

Rosetta Maru, Jap. ss., 2,402, Smith, 21st Nov.—Manila 19th Nov., Gen.—T. K. K.

Shinano Maru, Jap. ss., 3,960, Thompsons, 22nd Nov.—Seattle, U.S. 20th Oct., Gen.—N. Y. K.

Siberia, Am. ss., 1,284, Smith, 23rd Nov.—San Francisco 23rd Oct., and Manila 20th Nov., Mails and Gen.—P. M. S. S. Co.

Sungkiang, Br. ss., 1,021, Outerbridge, 21st Nov.—Manila 11th Nov., Gen.—B. & S.

Tai Lee, Ger. ss., 828, Michelson, 4th Nov.—Swatow 3rd Nov., Ballast—Meyer & Co.

Tai Ping, Ch. ss., 1,376, Brissander, 12th Nov.—Wuhu and Chinkiang 5th Nov., Gen.—Order.

Toilo Maru, Jap. ss., 1,220, Asai, 18th Nov.—Moj 13th Nov., Coal—H. U. Jeffries.

Trocas, Br. ss., 2,657, Phillip, 8th Nov.—Hankow 1st Nov., Ballast—A. K. & Co.

Undine, Norw. ss., 1,017, Torbjörnsen, 19th Nov.—Moj 14th Nov., Coal—Order.

Victoria, Swed. ss., 988, Hermansen, 27th Oct.—Sourabaya 20th Oct., Sugar—S. W. & Co.

Yeddo, Br. ss., 2,974, Baird, 19th Nov.—Portland, Or. (U.S.A.) 14th Oct., Flour—Order.

SAILING VESSELS.

Brilliant, Br. br., 3,609, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.

Glendorn, Br. ship, 1,823, Morrison, 8th Nov.—New York 26th June, Gen.—S. O. Co.

Helena Wyman, Am. br., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug., Ballast—Master.

Lillebonne, Am. sch., 708, Finnen, 6th Oct.—Manila 18th Sept., Ballast—D. & Co., Ltd.

Ships Passed The Canal.

Outward—24th October—Denbighshire, 30th October—British Monarch, Princesse Marie, Ceylon, Peleus, Benamond, 4th November—Amlia, Konig Albert, 7th November—Glenarry, Sanuki Maru, 11th November—Salase, Paul, Bear, Needles, 13th November—Yang Tsae, Benary, Satsuma, Queen Mary, Wurzburg, Japan, 17th November—Killa, Kautschau, Hitachi Maru, 20th November—Annam, Dragonian, Min, Hakata Maru, Anhul, Bernicia, Radley, Auchencrag, St. George.

Homeward—24th October—Ajax, Prometheus, 11th November—Dardanus, 13th November—Vindobona, Abessinia, 17th November—Borneo, 20th November—Agamemnon.

Arrivals at Home—4th November—Kin-tuck, Annan, 5th November—Sumatra, 7th November—Kanakura Maru, Zieten, Glauces, Moyne, 11th November—Dressen, Mogul, Ping Suey, Merionethshire, 13th November—Bamberg, Inaba Maru, Kontigsberg, Andalusia, 17th November—Socotra, 17th November—Seydita, Braemar, Pendlebury, Ernest Simons, 20th November—Persia.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory.

On the 24th at 10.42 a.m. The barometer has risen over N.E. Japan; fallen over China, particularly in the North.

The anticyclone covers China and Japan. Gradients are decreasing and the monsoon is moderating along the China coast, but continues to blow strongly over the China Sea.

Forecast—moderate N.E. winds; fine.

Nov. 23 at 10 a.m. Nov. 23 at 4 p.m.

Barometer 30.20 30.20

Temperature 68 69

Humidity 53 57

Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER November 24th, 1903, 8 a.m.

Bar. Th. Hu. Wind Wr.

HONGKONG.

Albert, Dr. T. Jaffe, D.

Anderson, Mr. Jones, J. W.

Accoli, Mr. and Mrs. Landis, Miss

Bnde, C. H. Katsch, E. A.

Barrett, H. Kemper, E.

Barton, Mr. & Mrs. Leighton, Miss H. T.

Baum, A. Lewis, A. R.

Beebe, G. Macgowan, R. J.

Bellows, E. C. Mackie, G.

Bidwell, A. I. Marion, Dr. O.

Black, Mr. and Mrs. Maxson, F. O.

Mast, Sidney Morrison, J. D. M.D.

Blech, O. Morrison, J. D. M.D.

Biles, C. M. Morrison, J. D. M.D.

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HONGKONG,

GENERAL DRAPERS & HIGH CLASS
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SHIRTS.
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PRICES TO SUIT ALL.

10 CTS. TO \$50.

High Class Fancy Goods.

USEFUL PRESENTS

FOR YOUNG AND OLD.

ON SHOW, TO-DAY.

November 21st.

R. G. HECKFORD,
MANAGER.